Welcome
EFFICIENT LOAD CONTROL

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Experts in all aspects of our field

Striving for the best load control standards industrywide.

Safety and efficiency are our priority
What we do
Load Control XML Messaging Toolkit
2nd Edition

- AHM 565 - Semi permanent data Exchange

- AHM 570 - Check in / Load Control system information

- UWS message (Unit Weight Signal) associated to Airport Handling Manual provision 581 (AHM581)

- LTD message (Load and Trim Data) associated to Airport Handling Manual provision 517 (AHM517)
Benefit of LCXML

- Reduces the cost of message development, transmission, maintenance and support
- Facilitates direct exchange of data by providing easy implementation between partners
- Improves data quality and enables quicker responses to frequently changing requirements
- Promotes use of a common, universally accepted standard within the industry
- Compatible with other industry standards such as the International Stan Organization (ISO) and the Aeronautical Radio, Incorporated (ARINC).
Learn more?

www.iata.org/lcxml
Where are we now with Load Control?

FROM HERE TO THERE
Where are we now with Load Control?

- Cheap?
- Too restrictive?
- Too much training?
- Unproductive?
- Old-fashioned?
- “Necessary wrong”?
- No clear reports!

What are your thoughts?
What is the added value for AIRLINES?

- Safety?
- OTP?
- CG fuel savings?

- Statistics
- Product support
- Continuous feedback to operations:
  - Cargo
  - Passenger
  - Flight Operations
  - Revenue
What is the added value for GSP?

- Cheap
- Automated
- TTT / Sine-in reports
- AHM 560/565
- Sophisticated DCS
- Single product
What is the added value for DCS?

- Single product
- Easy product
Digital Transformation
Load control involves a huge quantity of complex technical data...
... the complex data

- In-Hold Loading System
- Valid ULDs
  - Structural Weight Limitations
  - Cabin Layout
  - Fuel System
- Centre of Gravity Limits
- Ops Data (Pantry, Crew etc)
- Dangerous Goods & Special Load
Airline Weight & Balance Engineer

Airline DCS Data Analyst

Load Control

22-25 April 2018, Doha, Qatar

DCS Database - System 1

DCS Database - System 2

DCS Database - System 3

AHM565
... and the real AHM565 World:

- Quality often poor
- Version control often missing
- All agents complete data using their formats/styles
- Distribution methods inconsistent
- Document delivery can be slow
Flight Safety Risk

Updated data is sometimes difficult to identify on a revised AHM565 document.

All Flight Safety critical operational aircraft data MUST be managed under a quality system.

Although Manufacturer’s Aircraft Manuals are very closely controlled, in many cases the extracted (AHM565) data is not.
The Solution
Weight and Balance Information Center (WBIC)

Let’s have all the information in one place!
Aircraft W&B Information Centre

- Consolidate all data into one location & format
- Validate the data as it is created
- Distribute the data in real time

Safety
Aircraft W&B Information Centre

Airline Weight & Balance Engineer

- Aircraft LOPA Diagrams
- CG Envelope Design
- Operational Curtailments

Aircraft ILOPAs
- With IATA Standard XML Data File

- Passenger Seating

Airline Wt & Bal Engineer
- Passenger Seating
- Standard Pax & Bag Weights
- Service Weight Adjustments
- Aircraft Starting Weight/IU
- Operational CG Limits

Aircraft Manufacturer

DCS Database 1
DCS Database 2
DCS Database 3

Load Control
Aircraft W&B Information Centre

- Passenger Seating
- Standard Pax & Bag Weights
- Service Weight Adjustments
- Aircraft Starting Weight/IU
- Operational CG Limits
WBIC Project
Who is WBIC targeted at?

<table>
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<th>Version controlled &amp; reliable data, standardized format</th>
<th>Speedier, simpler &amp; identifiable updates</th>
<th>Faster &amp; more consistent distribution</th>
<th>Resource optimization</th>
<th>Operational Flexibility</th>
<th>Increased Safety</th>
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Who is interested so far?

- From LCAM Technical Group
- Have come to IATA for a solution
- Positive feedback from survey
- Great interest from PTE

22-25 April 2018, Doha, Qatar
Roadmap

- **Q1 2018**
  - Business Case approved
- **Q2 2018**
  - Working Group established
  - Letters of intent signed
  - Prototype developed
- **Q3 2018**
  - Further market feedback conducted
  - BRD completed
- **Q3 2018**
  - RFP conducted
- **Q1 2019**
  - Vendor selected
  - Stage Gate reviewed